



Reisterstown Plaza Metro Station Transit-Oriented Development Opportunity

Baltimore City, Maryland

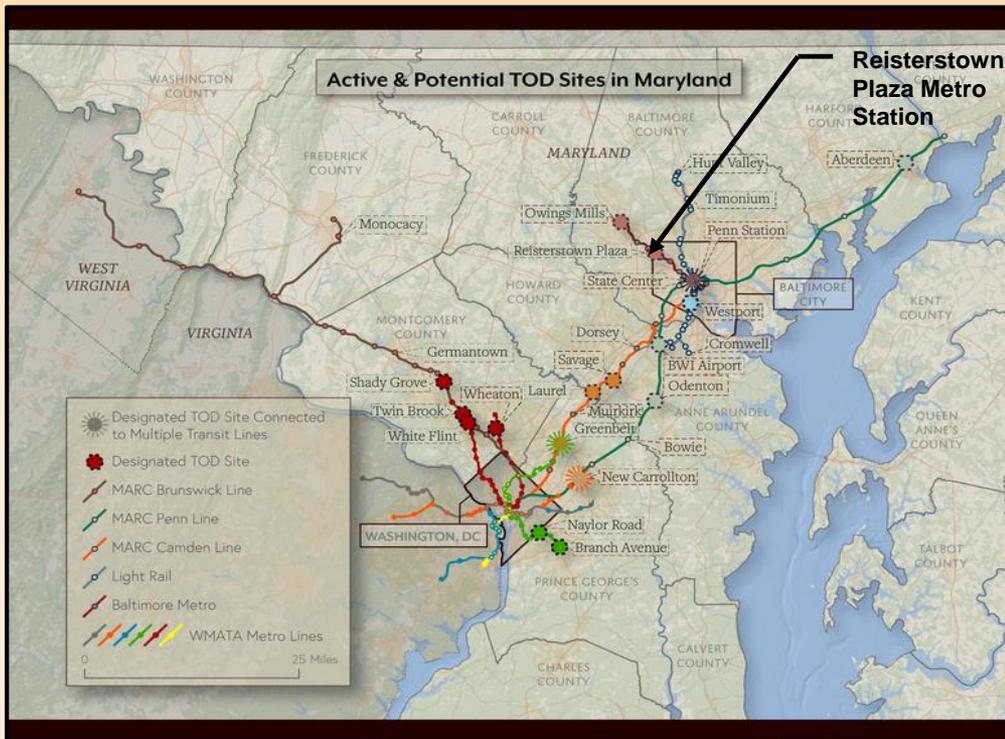
Request for Expressions of Interest

Issuance Date: September 3, 2019

Response Date: October 31, 2019

REQUEST FOR EXPRESSIONS OF INTEREST

The Maryland Department of Transportation (MDOT) is seeking responses to this Request for Expressions of Interest (RFEI) from experienced respondents interested in transforming surface parking lots and unimproved land into a dynamic urban mixed-use Transit-Oriented Development (TOD). The approximately 26-acre site, owned by the MDOT Maryland Transit Administration (MDOT MTA), is located at 6300 Wabash Avenue, Baltimore, Maryland 21215 in the Reisterstown Station Community (refer to Figure 6). The development site is served by the 15.5 mile Metro SubwayLink (Metro) extending from Johns Hopkins Medical campus in east Baltimore City to Owings Mills, Baltimore County, Maryland (refer to Figure 2). The Metro serves approximately 650,000 passengers annually on average with approximately 35,000 monthly boardings at the Reisterstown Plaza Metro Station.



In 2009, the Reisterstown Plaza TOD Project was envisioned as an approximately 37-acre multi-phase project. In 2014, JBG Smith Properties, on behalf of the U.S. Administrator of General Services, completed Phase One with the development of the Social Security Administration Building on 11.28 acres of former MDOT MTA property. The approximately 538,000 square feet building is now home to more than 2,000 employees. The State retained the adjacent approximately 26-acres for Phase Two which represents a significant TOD opportunity for the State of Maryland and Baltimore City (Baltimore). The site is located at the highly visible intersection of Wabash Avenue and Patterson Avenue and is adjacent to Seton Business Park, home to more than forty (40) for-profit and non-profit businesses including Comcast, Polk Audio, American Red Cross and the Hearing and Speech Agency. Within walking distance of the site is more than 700,000 square feet of recently renovated retail space located within the Reisterstown Plaza Shopping Center. Retailers include Giant Supermarkets, Home Depot, Burlington, Petco, and Marshalls. The Reisterstown Plaza Station is also a short fifteen (15) minute commute via Metro to the Baltimore City cultural arts center including the Bromo Seltzer Art and Entertainment District and Inner Harbor (refer to Figure 4).

Figure 1: TOD Regional Map

Reisterstown Plaza TOD Site

Metro SubwayLink Service

In 1983, the Baltimore Metro SubwayLink (Metro), opened as a rapid transit line serving the greater Baltimore area. Prior to 1987, the Reisterstown Plaza Station was the terminus station in the northwestern direction until the Metro was extended to Owings Mills -- now home to more than 1,600 businesses (refer to Figure 3) including T. Rowe Price, the Baltimore Ravens Football Training Facility and new retail centers at Foundry Row and MetroCentre at the Owings Mills Metro Station. In 1995, the line was extended again from the Baltimore central business district northeast to the campus of Johns Hopkins Medical, now the largest private employer in the State of Maryland (refer to Figure 5). Through central Baltimore, the Metro is underground and emerges at the Coldspring Station; two stations south of Reisterstown Plaza, as an elevated line. The 15.5-mile, 14-station Metro system operates seven (7) days a week generally 5 a.m. to midnight every 8-10 minutes during the morning and evening peak periods; every 11 minutes during weekday evenings; and every 15 minutes on Saturdays, Sundays and holidays. The Metro system runs approximately 22 hours daily. The only commuter parking garage on the line is located at the Owings Mills Metro Station. Currently, all Metro station commuter parking, surface or structured, is free of charge.



Figure 3: Owings Mills Financial Center



Figure 4: Urban Art - Bromo Seltzer AVE District

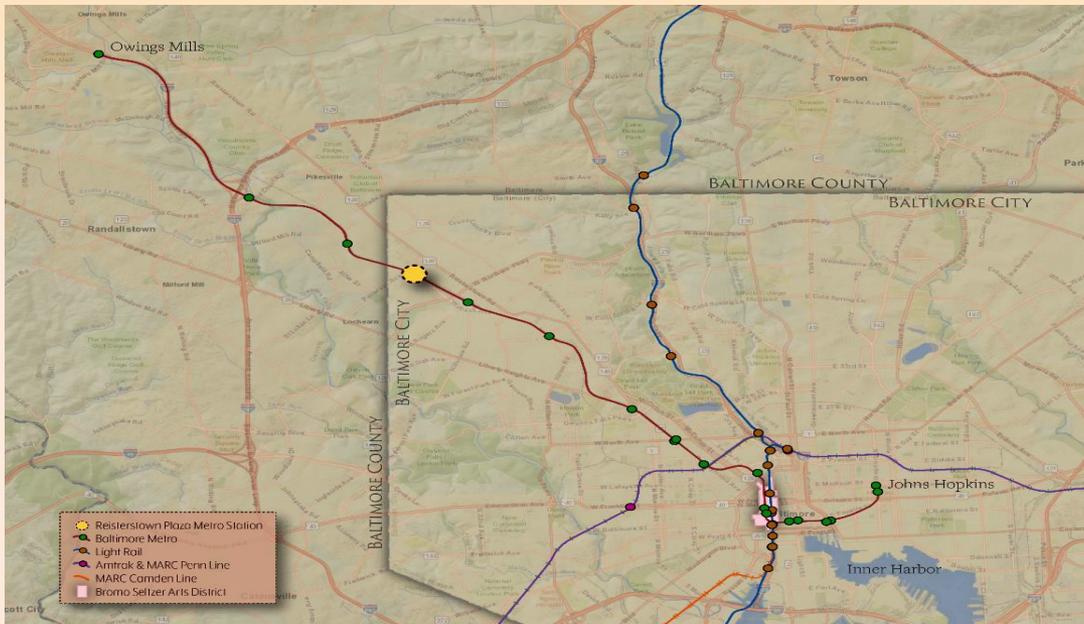


Figure 2: Site Vicinity Map



Figure 5: Johns Hopkins Medical Campus

Reisterstown Plaza TOD Site

Project Goals and Implementation

Transit-Oriented Development

A Maryland Transit-Oriented Development or (TOD) is a dense, mixed-use deliberately-planned development within one-half mile of a transit station that is designed to increase and enhance transit ridership. It may include residential, office, retail and/or other amenities integrated into a walkable pedestrian friendly neighborhood. TOD should reduce auto dependency; increase transit, pedestrian and bicycle trips; foster safer station areas; offer attractive public spaces; and encourage revitalization and smart development patterns.



Figure 6: Reisterstown Plaza Metro Station - Phase 2 TOD Site

Reisterstown Plaza TOD Site

Property Information

Section A: Property Information

1. The 25.66 acre site comprises approximately 3.02 acres zoned TOD-4 in the area of the pedestrian bridge with the remaining approximately 22.63 acres zoned TOD-3 (refer to Figure 7).
2. Generally, these zoning districts have a height limit of 100 feet and generally have no setback requirements with some exceptions.
3. Transform Baltimore, the zoning code, created TOD Zones to encourage new transit-friendly development with higher density, in close proximity to transit stations; to increase transit use and decrease automobile reliance. The zoning code can be found at: <https://planning.baltimorecity.gov/programs/transform-Baltimore>.
4. The development must incorporate the goals and objectives of the Maryland TOD Program which can be found at: <http://www.mdot.maryland.gov/newMDOT/Planning/TOD/index.html>
5. The development must incorporate MDOT MTA TOD Design Guidelines in collaboration with MTA (available upon request).
6. The development is also subject to the Reisterstown Plaza Transit Station Urban Renewal Plan which can be found at: <https://planning.baltimorecity.gov/sites/default/files/Reisterstown%20Plaza%20URP%202009.pdf>.
7. Respondents must also review and incorporate the Northwest Community Planning Forum goals and objections found at: <https://planning.baltimorecity.gov/sites/default/files/Northwest%20Comm.%20Forum.pdf>
8. All development plans are subject to Baltimore laws and regulations. Approval is subject to the Baltimore City Department of Planning and Zoning and any other city agencies, as applicable.



Figure 7: Zoning Map

Reisterstown Plaza TOD Site

Property Information

Section A: Property Information (cont.)

9. In January 2017, MDOT consultants performed an Environmental Assessment and Environmental Constraints Assessment-Desktop Review to determine conditions that would impact the site design for any proposed redevelopment (refer to Items 10-13 below).
10. The area southwest of Vertis Park Drive, a 7.9-acre area was determined to be of low-quality forest and substantial invasives with the northwest portion of this area being relatively clear of trees. A storm water management (SWM) facility occupies approximately 40% of this area near Powder Mill Branch Stream and Mount Hope Drive (refer to Figures 8 and 9).
11. The SWM facility appears to be active and retains flow from the commuter lots, swales, culverts (refer to Figure 10) and the surrounding areas. The SWM facility could potentially be improved to accommodate a portion of redevelopment's SWM requirements.
12. Within the SWM area is a Palustrine Unconsolidated Bottom Permanently Flooded (PUBH) freshwater pond. The selected developer will be required to prepare a wetland delineation report and possibly a Joint Permit Application to the U.S. Army Corps of Engineers and Maryland Department of the Environment.
13. Powder Mill Branch Stream runs along the southern boundary of the site. No disturbance is allowed within 50 feet from the top of a stream's banks. Additional tree buffer at the buffer's edge may be required, which would further limit the proximity of grading activity (refer to Figures 8 and 9).



Figure 8: Environmental Map



Figure 9: Powder Mill Branch Stream



Figure 10: Typical culvert

Reisterstown Plaza TOD Site

Property Information

Section A: Property Information (cont.)

14. In January 2017, MDOT consultants performed a Forest Stand Delineation for the 5.4 acres between the North Lot and Patterson Avenue. The small (approximately 1.4 acres) forest stand in the center of this area did not contain specimen trees and the trees are in poor health due to invasives (refer to Figures 8 and 11).
15. Mature high-quality specimen trees are along Patterson Avenue and also form an alley along a former entrance road; circa 1938. The road is accessible from Wabash Avenue and dead ends just before Vertis Park Drive (refer to Figure 12).
16. High-quality specimen trees are to be protected as part of Forest Conservation requirements for redevelopment of the site. The selected developer should anticipate that 23 specimen trees along the alley and Patterson Avenue may need to be retained as part of the redevelopment.
17. A pedestrian path parallel to Wabash Avenue extends from SSA to the South Lot pedestrian bridge entrance to encourage mutual access between the sites for commuters. The 2008 SSA site design also included a secondary pedestrian path which could potentially cross the stream and connect to the TOD (refer to Figure 8).
18. Vehicular access between the development site and SSA is via Vertis Park Drive, a private drive shared by the MDOT MTA and SSA which extends from Patterson Avenue to Mount Hope Drive (refer to Figure 6).
19. In 2018, CoreCivic, a REIT based in Brentwood, Tennessee acquired the SSA Building (refer to Figure 13). The selected developer in coordination with MDOT MTA will be responsible for negotiating vehicular and pedestrian access agreements with CoreCivic to retain mutual access.



Figure 11: Unimproved land at Wabash Avenue and Patterson Avenue



Figure 12: Specimen trees form an alley



Figure 13: Social Security Administration Building

Reisterstown Plaza TOD Site

Project Information

All of the following project requirements must be addressed within the site and development design.

Section B: Station Requirements

1. The station property, east of Wabash Avenue and the pedestrian bridge are public facilities to be retained by the MDOT MTA (refer to Figures 14 and 15). However, the TOD must provide public facility and infrastructure improvements to include, but may not be limited to: 1) painting; and 2) upgraded and/or replacement of lighting, benches, and pylon signage. The selected developer and MDOT MTA will work collaboratively to identify the required improvements; the cost of which shall be included in the TOD project cost.
2. Existing local bus service is currently routed through the South Lot via Vertis Park Drive from Wabash Avenue to Mount Hope Drive (refer to Figure 17). Redevelopment of the site may require the re-routing of existing MTA local bus service to Wabash Avenue and the relocation of unloading, loading and layover areas. Bus access from the development site to the station will require a median break for buses southbound on Wabash Avenue to access the Station. The MDOT MTA preferred design for the median cut is shown in Figure 15. The Baltimore City Department of Transportation must review and approve all right-of-way plans.
3. Vehicle, pedestrian and bicycle access between the station/platforms, crossings under the elevated rail line, commuter parking lots and/or parking garages, if applicable, must be maintained during all project phases. The Americans with Disabilities Act (ADA) requires that compliant sidewalk connections must be provided throughout the site.
4. Bicycle storage must be provided at the station.
5. Designated reserved spaces for bus layover parking on the east side and west side of Wabash Avenue must be incorporated into the station design (refer to Figure 15).
6. The development must incorporate existing and/or planned bike trails in the Baltimore City Bicycle Master Plan found at: <https://transportation.baltimorecity.gov/bicycle-plan>.



Figure 14: Reisterstown Plaza Metro Station—east side of Wabash Avenue

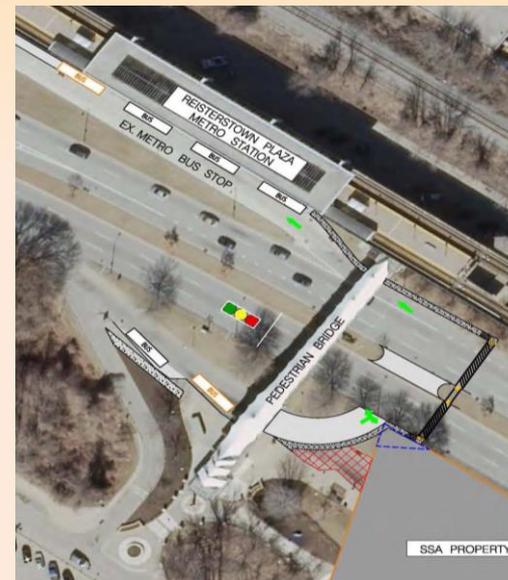


Figure 15: MTA Preferred Median Cut Plan

Reisterstown Plaza TOD Site

Project Information

All of the following project requirements must be addressed within the site and development design.

Section C: Parking Requirements

1. The North Lot and South Lot comprise a total of 670 commuter parking spaces (refer to Figures 6 and 16).
2. Development shall require the replacement of no less than 523 commuter parking spaces which may be provided as on-site surface parking, structured parking or any combination and must have a direct ADA compliant pedestrian connection to the station.
3. Existing commuter parking utilization requires no less than 397 temporary commuter spaces which must be maintained during construction until replacement parking is available and accessible to commuters.
4. Temporary parking locations, if required, must be identified within one-half mile radius of the station, be approved by MDOT MTA during the pre-development phase of the project and must be connected to the station by ADA compliant sidewalks.
5. Pedestrian access must be maintained between commuter parking facilities and the station/platforms during all phases of the development project.
6. During site development, local bus service must be maintained and accessible from the station and all commuter parking facilities.
7. During site development, designated reserved parking spaces close to the station shall be required for special services including ADA compliance; bus and mobility services; and passenger pick-up and drop off area (i.e., Kiss and Ride).
8. Designated reserved parking spaces close to the station shall be required for hired cars (i.e., Taxi, Lyft, Uber, etc.) and Electric Vehicle Charging (EVC) stations.



Figure 16: South Lot with view of the Social Security Administration Building



Figure 17: Vertis Park Drive with view of South Lot

Response Disclaimer

This RFEI is an inquiry only.

No contract or agreement will be entered into as a result of this RFEI process, nor does this RFEI initiate a formal solicitation or represent a commitment to issue a Request for Proposals (RFP) or Request for Qualifications (RFQ) in the future. Response to this RFEI is not a requirement for any resulting RFQ or RFP. Those choosing to respond to this RFEI will not, merely by virtue of submitting such response, be deemed to be “offerors” for project concepts or proposals nor have any preference, special designation, advantage or disadvantage in any subsequent activities or projects which may arise out of this RFEI. Respondents will not be compensated for preparing and submitting a response to this RFEI.

The information contained in the responses to this RFEI, however, is intended to assist MDOT in refining the approach to project development, including the scope and structure of potential TOD agreements(s).



Figure 18: South Lot with view from abandoned road

Industry Outreach

While this RFEI is an inquiry only at this time, MDOT may be providing additional opportunities for industry outreach.

Public Information Act Notice

All responses to this RFEI will be handled in accordance with the Maryland Public Information Act (PIA). Respondents should give specific attention to the identification of those portions of their responses that they deem to be confidential, proprietary information or trade secrets and provide any justification why such materials, upon request, should not be disclosed by the State under the Maryland PIA.

Respondent Responsibility:

All amendments, questions and responses, or any other changes to the document will be posted only on the MDOT TSO ORED website: bit.ly/MDOT_ReisterstownPlazaStation or via QR Code below. Prospective Respondents who have received this RFEI from any source other than the MDOT TSO ORED website assume complete responsibility in the event the prospective respondent is unaware of any and all changes to the RFEI prior to the submission deadline.



How to Respond to the RFEI



Questions and Answer Period:

All prospective respondent questions must be submitted in writing. MDOT responses to all substantive questions will be in writing and posted to the MDOT TSO ORED website (refer to Page 10):

Due date for all written questions: September 16, 2019
MDOT response to written questions: September 30, 2019

Responses shall include the following:

1. An Executive Summary which includes a vision statement describing the development approach (i.e., uses, total square footage, project phasing, etc.) for an innovative and dynamic TOD site which would be responsive to the needs of MDOT, Baltimore City and the community. The vision must include the goals and objectives of a TOD.
2. A narrative summarizing the experience of the respondent in executing comparable projects; working with transit agencies; demonstrating a successful management structure and working together as a team. Provide contact information (including telephone number, e-mail and mailing address) for the development team's single point of contact.
3. A narrative explaining the innovative or conventional financing arrangements that may be secured by Respondent to finance this Project including the level of financing that may be needed for the proposed development approach.

Responses shall be informed by the following:

- 1) Design options must fulfill project goals; 2) There will be no reliance on any MDOT capital funding for public facilities or private development; and 3) MDOT's preference is a long-term ground lease in lieu of fee simple disposition.

Submission Format:

Submit one (1) electronic copy on compact disk or USB flash drive; labeled with the Development Team name and three (3) bound copies in a 8½" x 11" format, packaged, and labeled "Request for Expressions of Interest/ Reisterstown Plaza Metro Station Transit-Oriented Development Opportunity – Attn: Kathy A.L. Robertson" to the address listed below. MDOT reserves the right to accept or reject any and all responses, at its sole discretion, received in response to this RFEI, to waive minor irregularities, and to conduct discussion with any or all Respondents, to serve the best interest of the State of Maryland.

RFEI Responses must be submitted no later than 12:00 noon EST on October 31, 2019.

Questions and responses should be sent to:

Kathy A.L. Robertson
Project Manager, Development Services
Office of Real Estate and Economic Development (ORED)
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076
Phone: 410-865-1211
Email: krbertson@mdot.maryland.gov